Train

Regal Fancies in Rouse-Furnishing-Spinning Yarus to No Purpose-Sharp's Come Life - Silver Hair, &c.

MATIC SEASON.

(Correspondence of the Richmond Dispatch.) NEW YORK, May 7, 1887. I doubt if there could be found in the world two men more dissimilar in all their characteristics than Henry E. Dixey and Lawrence Berrett. Both of them had what are technically known as "first nights" on Monday, Mr. Parrett produced "Rienzi" for the first time in New York, and it was done in a manner befitting the reputation that the actor has recently gained for thoroughness, industry, and elaborate historical research in the production of old plays. Mr. Dixey, who despite the usual amount of carplag that may always be depended upon to assail the name of a successful man, is unquestionably the most popular actor in America to-day, returned to the theatre where he made his fame and with the burlesque that he has already played here so many hundred times. hand was Parrett with a new play and a capable company, and on the other hand Dixey with an old play and the old company at the old stand. According to all the rales of the dramatic pro fession, and even in accordance with the ideas of theatrical speculators, the new show should have made the greater hit. But it was Dixey that set the town talking, and all of hisold triumph were renewed in a single night. He is once more a familiar figure on Broadway and Fifth avenue. He is not only a boy in years, but one in looks too. To-day I saw him strolling along the sunny side of Fifth avenue with his hand on the collar of an enormous dog, his hat pushed shirldly back on his torchead, and his hand in his pocket. He looked like a young collegian on his way to the ball-ground. Dixey's plans are ambitious. He will make the Bijou, in which he now owns a halfterest, the home of burlesque in New

HARRETT IN BURNZL

Rienzi is as great a spectacular suc cess as anything recently done here. It is compared tayorably with trying's productions, and very properly, too, for it is brought forward on a scale of magnificence that has seldom been equalled on the American stage. It has been the dream of many an actor to produce a tragedy on the same scale as some of the great Niblo spectacular pieces, but Mr. Earrett was the first to carry it into execution. There are hundreds of men in the company, and the supernumeraries and unimportant setors have received as touch care as though every man occupied as important a position as the star. Still another notable opening was

that of the Lycoura Thesire. Manager Daniel Fromman, who now has control of the Lye um, is credited with being the shrewdest of New York managers. It is he who is responsible for "Hing I Kirke" and all the other wonderful successes of the Madison-Square Theatre, and his verdict carries unusual weight in the theatrical world. Now that he has a theatre of his own, the public is assured of a succession of new plays. The first of these was "The Highest Edder," a comedy originally written for the late E. A. Sothern and played at the Lyceum by his clever and talented son. The play is admirably cast, and hits were m J. W. Piggott and Mr. Le Moyne, but young Sothern easily carried off the honors. It is by long odds the

insipidity the tail end of the season is juddenly brightened by three probounced hits. The vagaries of the tramatic season defy prediction. REGAL PANCIES IN HOUSE-PURNISHINGS

Whatever the isomes of our wealthy families may lack in tasic they make up for in gorgeonsness. Even in taste we have advanced with rapid strides; and this is owing not so much to the education in refinement of Mr. Money-bags as to the enterprise shown by the manufacturers and importers of the finer classes of furnishings in selecting beautiful objects to sell. I called the other day at one of the largest of these concerns. I role in an elegant ele-vator to the third story. The manager novelties. It was pitch dark until he touched an electric button and a hundred tiny gas jets sprang into flame. The walls of the room were formed of expensive Turkish were formed of expensive Turkish velour curtains. Scattered around were objects of great rarry and value. Gobelin tapestries, centuries old; little eilt chairs upholst red in satin painted by noted artists long since dead; a jewel-box sacred to the memory of Marie Autoinette : an onyx table with the arms of Louis Napoleon ; and, on! what are these? Two silk plash curtains bang from a brass rod in a far dark corner. At first they were in-They are a beautiful smaded wine color, turning from a deep dark-red to a faint Running ever them in an artistic named are many beautiful hand-embroidered roses, connected by slender branches. The centre of each flower seems to be aflame. Jets of light twinkle in its petals.

PRECIOUS STONES. "Incandescent lights, I suppose?" I remarked. The manager laughed.

"Examine them," he said.

I walked over to the curtains and

lifted them nearer to me. The flaming jets were diamonds, big and pure. Even as I held them they broke out into a bundred flushes of brilliant "I don't suppose," said the manager.

"that this craze will become very common, but it has already been introduced by some of our money-princes. The flowers are so made that diamond studs can be screwed into their centre. The idea is to put the diamends in only upon the occasion of some grand en-tertainment. They can be locked on the back of the curtain so that it would be next to impossible to remove them without cutting the whole curtain. After the entertainment the host can remove them to his safe if he pleases. I suppose it won't be long before the great entertainers will be trying to outdo each other in the size and brilliancy of the diamonds concealed in the embroidery of their portiere curtains. There are \$25,000 worth of diamonds in those curtains. We have to employ a man who does nothing but watch this room."

I am waiting to hear of some enter-tainment at which this royal fancy is indulged. I have heard of menu cards in which the lower grades of precious stones are set, but have not been able to trace them any further than the jewelry stores. A dinner at which the guest would be presented with such a bill of fare would be likely to be well

COLONEL OCHILTIZE SPINS YABNS TO MR.

Withe I always knew that Cyrus W.
Field was a most courtly gentleman, I was under the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about as hard for a man, not consoler the impression that it would be about a man and the impression that it would be about a man and the impression that it would be about a man and proach him during business hours as it would be for a Nihillist to obtain an audience with the Czar of Russia. This appression resulted from an attempt to

interview him once upon a matter of great importance about which I know that he was not disinclined to talk, but he would not spare a minute from hi business. In fact, I have known some of the leading financiers of the country to call upon him with schemes that he eventually became interested in and at first be refused an audience. The other day he broke this rule and gave two hours of his valuable time to listen to a number of Colonel Thomas P. Ochil-

tree's stories. Senator Hearst, of California, and number of other wealthy men are interested in a mine in South Carolina which they desired to call to Mr. Field's attention. Mr. Hearst, knowing what a difficult matter it was to see Mr. Field, delegated Colonel Ochiltree to present the matter to him, as well as Mr. I manuel Motz, who is the superintendent of the mine. Mr. Motz like Colonel Ochiltree, is fond of telling a good yarn, and he is ready at any time to give an important business matter second place to a story. Any bow, the other day Ochiltree and Motz went to Mr. Field's office and sent in their eards. In their turn they were received by the millionaire. Mr. Pield seemed to be delighted to meet Ochiltree, and to consider it a relief from his business cares. Mr. Field hap pened to mention El Paso, Texas, when Colonel Ochiltree remarked, "That puts me in mind of a story."

THE COLONEL'S STORY. "I shall never forget," he continued "the last time that I was in El Paso At that time it was filled with bords uffians, and there was no more valu placed on human life than on the exist ence of a member of the animal crea tion. After breakfast one morning went into a barber-shop to get shaved The barber was a long-haired individ-ual, and over the mirror hung a rifl and on each side of it a revolver. barber knew who I was very well, an was particularly polite. After patting the lather on my face he hap pened to glance around, and suddenly said: 'O, you will have to excusme a moment, Colonel Ochiltree, there is a couple of men outside who hav said they intended to kill me.' Witl out saying any more the barber reaches up, took down his rifle, fired two shots and both of the men, I afterward learned, fell dead. He came back and proceeded to shave me in the most un concerned, methodical manner, whil in an indifferent way he told me about what he had done. It seemed like hours while he was shaving me, and I never felt so relieved in my life as when I got out of the chair."

MR. MOTZ AND THE MONKEYS. Just as Colonel Ochiltree conclude his story the cards of a number of busi ness-men were sent into Mr. Field, and he sent out word that they would hav to wait. Then Mr. Motz insisted upon telling a story. He said that he has 800 monkeys employed on a small plan tation adjoining his tarm.
"Six monkeys" said Mr. Motz

"can pick as much cotton as one ne gre, and it costs practically nothing to keep them, but I finally had to be them go. The colored and white hel around there formed an organization which Loycotted me. Finally, I wa made a social outcast. The neighbor idered me the meanest white man i that part of the country. So I wa compelled to remove the monkey labor and employ other help. Then I used the monkeys to scratch gravel in my mine. The first time I let off a blast it terrified them so that there was a regular stampede, and over half of then disappeared; the others I have shipped up here to New York, and I have be selling them to Italian organ-grinders."
When this story was finished nearly
an hour of Mr. Field's valuable time

best work that he has yet done in the course of two seasons of unquestionably arounds endeavor. His comedy Ochiltree and his friend Mr. Motz reis original, polished, and, singularly tired without explaining the object of When they came back to the hote

where Schator Hearst was awaiting them they were asked what success Well, to tell the truth," said Colo nel Ochiltree, "Motz and I got to tell ing Field so many stories and occupie so much of his time that I was really

ashamed to use any more of it talking business to him, so I didn't mention The practical California Senator ex pressed a great lack of confidence he business ability of his two agent-Int added, on hearing some of the stories, that they were a couple of first

Jake Sharp comes to trial within week and the event will interest the whole country. It is singular that, a much as his name has been before th public, nothing is ever said about hi home life or his early struggles, and ye oth are unusually full of interest Jacob Sharp began life in the northern part of New York as a poor boy, who had to work so hard for his daily bread that there was little time left for study. and whatever spare time he did hav was given up to experiments which h hoped would result in the inventing o semething that would be the founds ion of a fortune, for he was ambition and he worked with a quiet, dogge persistence that was bound to succeed cople were divided in their opinion of him, some thinking him a foot others believing him a genius. Whe was nincteen he married his presen wife, who was then about fourteen, an by went to live in a little log-cabin which he had built with his own hand-He made all the furniture, and some of it was beautifully carved by the aid o

a jack-knife. Their home was on the edge of th forest, which he cleared little by little, working for farmers about at \$8 per month and having but little time to work at home. Still he managed to cul-tivate enough to give them a living in addition to his wages. Here their first

child was born. FROM POVERTY TO APPLUENCE.
During the first five years of their married life no two ever worked harder than they, and it was not long before their industry and frugality began to tell. About this time Mr. Sharp patented his herseshoe, which was the foundation of his future success, and this was followed by other inventions in rapid succession. In 1849 they left Rome and came

New York and prospered. Their first child was born in a log cabin, their last in a house worth \$50,-000. Mr. Sharp became interested in the herse-cars, and since 1852 has been trying to get a franchise on Broadway. At this time his wife kept and made a home for him, the like of which few men can boast. Their bome in Twenplot in front and large yard in the rear.

The house is furnished handsomely and even hypercurve but with the property of higher than the present instance consists in the substitution of higher and even luxuriously, but with more regard for comfort than display.

MRS, SHARP. Mrs. Sharp, like her husband, worked | for compressing the air is exhausted bard in her youth, and brought up her children herself, but her innate refinement and true gentle womanliness bave | ing the boiler along with that conlong since overcome her early lack of education.

Some years ago she began to paint, feeling that she had at least a love for art, and though she had many periods of discouragement, has succeeded so well that her house is filled with handsome paintings, many of them better than the average shown at the Academy. She paints from nature gene- with similar apparatus. The storage of While I always knew that Cyrus W. relly, and artists say that her pictures the cil in the water-ballast tanks

and keeps an almost open house for everybody. All her children are living except her first-born son, who died a couple of years ago, and she has several arandchildren, all of them having talnt, and one, Miss Dell Rogers, bound for success in literature. bome life is a model ,for everybody to follow, and it seems hard that their old age should be overshadowed, and especially that she should suffer.

SILVER THEEADS MADE TO ORDER. " Fardon me," I said to a gentleman on Froadway, after running my nu-brella into him. It was that day it rained so hard and I was hunting shel-He smiled, showing lovely white teeth beneath a black moustache, which truck me as being rather familiar. coked again; so did he. The next cement we had clasped hands right ander the doleful drippings of my umrella, and were asking numerous quesas without waiting for an answer. found shelter in a cozy restaurant, there we sat down to eat and exchange enfidences.

"I am as delighted as I am surprises o see you in New York," he said.

I glanced up slowly to see how much
be negut, when I noticed a change.

"What is wrong?" I inquired. "A

few months ago your hair was as black as a Spaniard's. Now on your temples and on the top of your head it is white as silver. There aren't enough years, dating since your birth, to make this wonerous change-and it has come so ithly, too." improvement, don't

hink?" he asked, with a smile of sat-I had to confess it did look rather

e, with his soft black eyes and clear complexion.

THE LATEST CRAZE. Well, it's the latest. There is a mber down town who does it. I go n every day to get him to put some he women used to bleach their hair Hew. Well, some one discovered every white. It caught on. who started it. Kyrle Bellew, the he rest wanted it also. It isn't any ceuble, and it gives a distingué ap curance. Do many gentlemen bleach il, I should surprise you if I would e the number. I know thirty or of my acquaintances who have r hair now, and awhile age with a magnifying glass, although I don't know that magnifying glasse are ever used for that purpose."
"Is the craze confined to gentle

Oh, no. Nothing now is ever con med to men. Just this forenoon I met time we met, some three week now she is wearing a wig of silve I would admire her taste better e bleached her own. The men k it's great. Just watch when you nlong the streets and notice the under of young faces framed with lver bair, if you want to see how kallion rules.

TIVE MONTHS ON A MULE.

A Hondurian Who Travelled 2,500 Biles Through Central America.

[Fittsburgh Disputch.] r. Luciano Delon, of Juficalpo Honduras, arrived in the city vester day. The Doctor is connected with the Hondurian Government, and has made several tours of exploration through Central America. He is now preparing for another expedition, and he las come here to buy materials which he thinks may be useful to him on his trip. Dr. Delon gave a very glowing description of the country he had passed through on last trip, which he made in five menths, riding on a mule from La Estajun, Honduras, to Mexico, a dis-tance of 2,500 miles. He spoke of the ons tru passed through. He had met the tizos, a race of half-breeds, wh ate the white people to such an extent at he could not buy of them any s for his mule while he was among The Doctor, when arriving at es Guebradas, in Gautemala, met a replict, and the young man was the

aner of a large gold- and silver-mine in the State of Chiapahe came across e of the richest coffee plantations is world. Three Lundred thousan conds of coffee are produced on 14 eres of land, realizing a profit to the lanter of \$20,000 a year. He avelled through the State exace, a very mountainous district, ere the people live in a constant ste of intoxication. Their country is siren and sandy. Nothing grow here but a plant, which belongs to the amily of the cactus, out of which they rear ufacture pulque. The people, who are called Topoteros and Mistecos, are eccerding to the country's traditions be direct descendants of the old Az ces, who have left architectural moncents behind them that would aston

ch anybody.
"I was in Mietla," the Doctor said, "where I saw the ruins of old temple that were truly marvellous to behold The whole structures are made out of sucs. Stenes about an inch squar are put together into enormous wails.

## Liquid Fuel at Sea.

A further important advance has just commade in utilizing hydro-earbons for steam-raising purposes on board bips. A legitimate objection to the adeltion of liquid fuel at sea under their circumstances has been that be use of steam for the diffusion of he cil in the boiler furnaces enalls a considerable loss of water from the boilers. As this loss long ocean voyages the density of e water is rapidly raised to a dangerus point. This is, however, entirely vercome by the system adopted in the can ship Charles Howard, owned by Messis. Alfred Stuart & Co., which has been recently fitted with tanks for carrying refined petroleum in bulk, and also with Tarbutt's system of burning residual oils under the boilers in place of coal. She is 249 feet in length, with 20 feet beam and 23 feet depth of hold. The whole of the cargo tanks for carrying the refined troleum, while the refuse oil to be sed for fuel is carried in the waterballast tanks. Her boiler is of the orlinery marine type, with three flues of hree feet six inches diameter each. These fines are fitted with a brick com-Lustion chamber and superheater, as in into the condenser, the water from which is, of course, available for feeddensed from the main engines. Charles Howard left the Tyne dock last Saturday for the Black Sea, and as she steemed down the river at full speed not a particle of smoke visible from the funnel, the fires working admirably from the first start. we believe, never before been introduced in practice. It is an important tenture, as it saves the ship-owner the heavy expenditure incidental to the fitting of tanks in the bunker spaces,

## POPOCATEPETL.

THE VOLCANIC MOUNTAIN OVERLOOK-ING THE CITY OF MEXICO.

Passing a Lonely Night Beyond the Snow-Line-The Ascent Finally Accomplished

(City of Mexico special.)

The first object that meets the traveller's eye as he enters the Mexican Valey and the last that he sees as he de parts is the glittering, snow-capped cone of Popocatepetl-the smoking mountain-rising abruptly from the valley in which the capital is situated to an altitude of 18,000 feet above the sea. At its side towers another sea. At its side towers another peak-Intaccihuati-2,000 feet lower, and yet covered with a per-retual sheet of snow. These two rest mountains form the natural sarrier on the southeast side of the Although a volcano, Popocatepetl has been dormant for such a rest period that many of the Indians eclare that it has never been active, but has always been in its present contion. Certainly from the City of Mexico it seems impossible that such a cold, ice-capped mountain could ever have belched forth fire and streams of ava which extended for miles in every direction. After having watched "old Popo"

y after day for nearly a week, my deire to reach the summit became prent that I determined to undertake the trip. General Sanchez Ochoa, who owns the crater and works it for the suit bur, happened to be my next-door neighbor at the Hotel Iturbide, and very willingly granted me permission to sleep in his sulphur ranch, situated on the side of the mountain near the now-line. He also sent a note to his egent at Amecameca, the town from which the ascent is made, to astiet me in making all necessary preparations for the trip. Thus prepared, I left Mexico, first, owever, taking the precaution to pro-ide myself with two heavy suits of clothes, extra underclothing, and over-cent, besides a good lunch. The only way to reach Amecameca is by the Mereles railroad, over a line which considers safety the important and speed only a secondary matter. The train as made up seemed a little mixed, and was not only for the convenience of man, but beast and merchandise as well. There was the day express, the ecommodation, and the freight, all embined in one. At every little town reight-cars were taken off or added. while passenger-cars were switched or changed so that nearly four hours was onsumed in making the trip of forty

casists of several small churches, a number of low, ngly-looking houses, and a municipal hall. In the centre of be place is the public square, with a stone wall around it. A basin fille l v.th crystal water from the glaciers o be two mountains stands in the middle, while on all sides are osage, lemon, and other tropical trees. The market is the square, and there from y moraing till noon scores of women, and children stand ding their tiny stock of vegetables for Course side and almost nd fruit. On one side, and almost ow ring over the town, rise the two reat peaks, apparently within a few incred feet, and yet fully fifteen miles ent. On the other side stretch elds of barley, corn, and wheat, green if an April shower had passed over then, and yet not a drop of rain has fallen for months. The system of irriration, however, is so perfect that each lay the fields are watered by means of he mountain streams, which are recuelt to the place by long ditches. n that manner a rank and rapid vege-

tgrien is obtained.

Upon going to the municipal hall I four d General Ochoa's agent waiting His face beamed with smiles nd from the warm welcome he gave i as easy to see that the prospect of aving a visitor was a pleasing one to The old fellow could not speak a word of any language except his own, but he understood what to do, and led the way to some official who could "speaks Française un tres peu." He proved to be a treasure in his way, and made, or rather prevented all arrangements from being made. The agent, he declared, was a very kind-hearted man and was always pleased to aid Americans in every possible manner without the ellightest remuneration. He would hire the guides, mules, and attendants and I could pay him. Would be be kind chough to give some idea of the probable cost of the trip? Of course se would, and in a few moments a near little bill of \$36 was made out. Guides who are only too glad to get from 30 to 40 cents a day digging sulphur in the erater of the volcano, were charged up at the rate of \$6 a day, while mules, worth from \$10 to \$15 each, were placed in the list at \$4 a day. Fortunately for my purse, I formed the acquaintance while in the capital of one or two Mexican gentlemen who made the ascent the previous year, and in each case the otal expense was only a trifle over \$5 account odating agent that I would wait till the following day before undertaking the trip. I then set about to Lunt up guides and mules on my own beck, but my Spanish proved to be so that I made very little pro gress. Each man, upon being spoken to, would shake his head and point to he agent's house, so that it really be can to look as if that person had a the place. After hunting around and westing nearly three hours I became disgusted with everything and deter

mined to MAKE THE ASCENT ALONE A half-dozen roads, commencing at the public square, branched off in different directions; but a small urchin told me which was the right path to take upon my placing a bright silver reale in his hand. It is tifteen mile from the town to the ranch where the night is usually passed by those ascend-ing the mountain. I had lost so much time in Amecameca that the afternoon was half gone before I was ready to commence, but it was far better to start at that time than to stay over night in the town. Fifteen miles over a good read is not a bad day's tramp but to commence late in the after neon and walk over a narrow, crooked, dusty path is quite a differen thing. Slowly winding my way through fields and lovely valleys I found mysel at the end of two hours at the verge the great pine forest which seems t form an immense girdle around , th volcano. The air was filled with resin ous odors, while birds were flitting from one tree to another. The path became steeper and steeper, so that it air for the steam ordinarily used in liquid fuel fires. The steam used or ten minutes at a time without being obliged to stop and rest. The sun sank lower and lower, showing that night was fast approaching, and vet there scemed to be miles and miles of forests which would have to be traversed before shelter could be found. During the afternoon I passed a number of small wooden crosses placed on either side of the path to mark the places where unfortunate travellers have waylaid by brigands, robbed, and then murdered. The crosses occurred often and some of them appeared to be so new that I did my utmost to get be-yond the place before dark. The au-thorities say that most of the brigands have been killed or driven away during the past year or two, and yet the na-tives declare that merchants and strangers are robbed and murdered even at the present time. With such gloomy reminders on every side, and

regret that I had ever undertaken the trip. It was too late to turn back, and the only course was to push on and try and reach the ranch. Soon the sun neared the horizon, and then slowly disappeared below it. For a few mo-ments the clouds were tinged with the most exquisite colors, which soon faded and became cold and cheerless. After walking as rapidly as possible for half an hour I was delighted to find myself at the end of the forest, and almost at the extreme limit of vegetation. In front rose THE CONE OF POPOCATEPETL,

more beautiful than ever in the dim

twilight. A broad field of lava lay on

the other hand, but not a sign of th

ranche. The path became so poor that with the dim light it became almost impossible to keep from going astray. Only one thing remained to be done.

and that was to comp out and wait ti

morning. The prospects ahead wer anything but pleasant. To sleep in the open air at an elevation of thirteen

or fourteen thousand feet above the or losteen mousant reet soose to see, without even a fire, was enough to make almost any one shudder. There was plenty of wood to burn, but the smallest light would attract the brigan is to the spot, and then my trip would come to a sudden ending. The pine trees were small, and the branches reached almost to the ground, so it was an easy matter to gather sufficient quantity of the brush to construct a place in which to sleep. Some of the smaller branches, with the aid of bunches of loose moun tain grass, served very well as a mattress and pillow. All being arranged fresh and philos. At being arranged for the night, I took one last look at the dark, gloomy scene and then crawled inside of my hastily-built house. It seemed quite warm at first, but shortly after the wind began to blow through the sides, making it very unthe visions of those fearful crosses on the roadside were constantly before my eves, and sleep was out of the question Whenever a twig or a branch cracked I fancied it was a footstep and expected the next moment to have a brigano standing over me, ready to plunge his coyote sounded close at hand, and o several occasions I even fancied I heard the cry of a mountain lion. The hours seemed to be stretched into days, and vet from the position of the stars I could see it was not yet mid-night. The cold winds penetrated through every crack and crevice of my poorly-constructed but, and made i dmost unbearable. On several occa sions it seemed to be impossible ain longer without freezing. A fire however, was out of the question, for i meant a probable visit from the brigands and one more cross for the roadside All things come to an end, and the long ight finally passed away. My one thought was to get away from the fearful place, and without taking even a look at the glorious peak I started on a run down the mountain. Soon I came to a stream on the side of which I had walled the previous day. The water however, was frozen solid, showin that the night must have been intensel cold. After reaching a lower altitud I legan to feel warm and in good spiritgain, and then for the first time felt leartily assumed of having abandone the trip. About noon I reached America, and after a good dinner and few glasses of pulque I vowed that would reach the summit of Popocate pet and that without guides or mules, if it took a whole year to do it.

The resolution having been duly

made, I laid in extra supplies of underclothing, blankets, and provisions, and then made arrangements to start early the next morning. During the evening the agent and his French interprete called to learn the result of the trip and to triumph over my failure. They declared that the Americans were great people for railroads, but they were far nierior to the Mexicans when it came to CLIMBING POPOCATEPETL.

The next day shortly after sunrise I was up and ready to start. war, of course, the same over which had cone the previous day, but some how I managed to wander off on branch read, and only discovered my mistake when the path came to a sudden end. A Mexican would consider a few oaths very appropriate on such an occasion, but, being a good Ameri-can, I merely turned around and retraced my steps. The mistake was certainly a serious one, as it took near y two hours of fast walking to reach the right path. After trudging and climbing over twelve miles of road and seeing no signs of the ranch, I determined to leave the main path, cut across the spur of the mountain, and make the ascent from the west side, instead of taking the long and tedious path usually followed. About 5 o'clock I came to the line where vegetation ended, and decided to pass the night at that place. For hours I had been walking through forests of pines, but had at last reached the limit beyond which neither plant nor tree dered to go. The mighty peak, covered with the dazzling coat of snow from the summit to a point three or four thousand feet below, lay close at hand, while the distant fields, valleys, and hills stretched in all directions. edge of the forest seemed to be partially sheltered from the winds, and would thus make the best camping place to be found. Having plenty of time I was not hurried as on the previous day, and was able to construct a substantial but in which to pass the night. The pine trees were ry, so that it was an easy matter to rock off great branches. Thus by jutting on all my extra clothing and aving a hearty lunch I crawled inside and prepared to pass the night. It was a little cold—the thermometer being considerably below the freezing point-and yet I managed to sleep well and wake up bright and early the morning, prepared to finish the under-

I left the camp and struck across a sloping ridge composed entirely of fine velcanic dust and ashes. Walking was extremely difficult, as the loose ashes ad a disagreeable way of flying in all directions, and although the distance as less than a thousand feet, nearly two hours were consumed in crossing the strip. A steep, rocky ravine then followed, and led to the foot of the scier. A large stream of water, comng from the end of the field of ice dashed over precipices in its made course, and was finally lost in the dis-The ascent to the snow-line was apid but very laborious, and resulted numerous bruises and scratches. By alternate freezing and thawing he snow on the cone has been turned into clear, transparent ice, in som laces from 50 to 100 feet thick. urface, however, is covered with half frozen snow, partially melted, during the daytime, but solid at night. Numerous small crevices are on the lower edge, but none of them large enough o be at all dangerous. The ascent at first was at an angle of 20 degrees, but soon increased to nearly 40, making it almost impossible to cept by crawling on the hands and knees. The air became so rarefied that only a few steps could be taken at

a time without panting and fairly choking for breath. After three hours of such climbing I ABRIVED SUDDENLY AT THE CRATER. Before me lay an immense chasm nearly half a mile in diameter and perhaps 1,000 feet deep. The atmosphere was a trifle misty and hid the more distant mountains, but almost at my feet lay the Valley of Mexico, Puebla, and its fields, while far away the faint white outlines of Mount Orizaba could be seen. The edge of the crater is of loose sand, the ice and snow ending abruptly, being prevented from advancing farther by the heat which rises from evening slowly creeping on, I began to below. The vapors issuing from the

various solfaterss, the dazzling whiteness of the cone, and the blue sky
above produced a scene of wonderful beauty. Wishing to learn how
the sulphur is obtained I walked on
the lip of the crater to the opposite
side, and there, by means of a clumsy
hoisting-machine, descended severhundred fect to a level where a number
of Indians were at work. The air was of Indians were at work. The air was filled with poisonous vapors so dense that it seemed impossible for a human being to remain in the place. Numerous small holes and crevices could be seen in the bottom of the abyss, from which the deadly vapors is with considerable force. Around each opening a large quantity of sulphus is deposited each day, and forms the mine from which the valuable mineral is obtained. The supply seems to be inexhaustible, for no matter how much is gathered during the day enough will be deposited the following night to more than make up for what has been taken. After being gathered the crude sulphur is carried to the top of the crater and then shot down a lide over the ice for a distance of two or three thousand feet. A small subli-mating works is situated near the snowline, and there the raw material is pul into marketable shape and sent to dif-ferent parts of the country. The poor wretches who work in the crater stay up there about two weeks at a time and then are sent to a lower altitude,

where they remain for perhaps thre weeks After being on the summit for an hour I began to feel a strange, dizzy sensation, and realized the necessity of returning at once to the valley below. Tuking one last look at the crater, and the panorama which was spread on every side, I began the descent. The scend, proved to be a capital slidingplace in coming down, while he loose ashes made the softest kind of a cushion to run and leap upon. The path through the forest and across the fields was as dusty as ever, and it was only after a long and tiresome tramp that I finally arrived at Amecameca several hours after sunset Thus the trip, although it had its little drawbacks, was the most succes sful, and once more my exchequer, which was not in the most flourishing condition, was saved from ruin.

THE MARQUIS OF LANSDOWNE. or Canada, Charged with Treachery to His Tenants.

The Right Hon. Henry Charles Keith Petty Fitzmaurice, Marquis of Lansdowne, was duly inaugurated Governor-

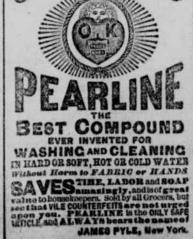


General of Canada immediately after his arrival at Quebec on the 22d of Oc-He was born in 1845; tober, 1883. educated at Eaton and Balliol College, Oxford, and at an early age given employment in public life In 1869 his Lordship married Lady Mand Evelyn Hamilton, youngest

laughter of the Duke of Abercorn, a lady of great personal attractions and considerable literary ability. The Governor-General is the fifth Marquis of Lansdowne. Previously to his appointment he had filled the positions of Lord of the Treasury, Under Secretary for India, and Under-Secre

Queer Ideas of the Prince Consort. The following extract from the Vitzthum Memoirs" will be a revelation to some people who do not know how recent is the establishment of gennine constitutional government in thi country: "The value which the Queen attached to her husband" precedence is explained by the sub missive veneration she invariably showed him in great as well as small affairs. He was complete master in his house, and the active centre of an empire whose power extends to every quarter of the globe. a gigantic task for a young German prince to think and act for all these millions of British subjects. All the threads were gathered together in his hands. For twenty-one years not a single dispatch was ever sent from the Foreign Office which the Prince had not seen, studied, and, if necessary, al tered. Not a single report of any importance from an Ambassador was allowe to be kept from him. The Secretary of State for the Colonies, the Secretary for War, the Home Secretary, the Firs Lord of the Admiralty, all handed to him every day just as large bundles of papers as did the Foreign Office. Everything was read, com Office. Everything was read, com-mented upon, and discussed. In ad-dition to all this the Prince kept up private correspondence with foreign sovereigns, with British ambassa-dors and envoys, with the Gov-ernor-General of India, and with the Governors of the various colonies. No appointment in Church and State army or the navy, was ever mad without his approbation. At court no the smallest thing was done without his order. No British Cabinet Minister has ever worked so hard during the session of Parliament-and that is saying good deal-as the Prince Consort did for twenty-one years.'

A sergeant in the Italian army, Em panuele Anastasio di Capua, while stationed at Penevento, invented a most original motive for suicide. He had an engagement to fight a duel with another sergeant, and wrote to his father for the necessary funds to procure the weapons to enable him to his enemy like a gentleman; but the cruel parent refused. Then the young destitute of the commones necessaries of death, in order to prove o the other fellow that he was not afraid to die blew his brains out with his musket. JAMES PYLE'S





This powder never varies. A marvel of urity, strength, and wholesomeness. More conomical than the ordinary kinds, and can-ot be sold in competition with the multitude

## A SURE CURE FOR

PILES, SALT RHEUM

and all SKIN-DISEASES. A new method o compounding Tar. A curo guaranteed, o money refunded. Sold by druggists, and a the office of TAR-OID COMPANY, 73 Randolph street, Chicago. Price, \$1. my 7-d&w3:m

RAILROAD LINES. RICHMOND, FREDERICKSBURG

THROUGH ALL-RAIL FAST-PREIGHT LINE TO AND FROM BALTIMORE, PHILA-DELPHIA, NEW YORK, AND EASTERN AND WEST-ERN CITIES.

ONLY TWELVE HOURS BETWEEN RICH MOND AND BALTIMORE IN EACH DIRECTION.

Correspondingly quick time to other points Through bills of lading issued at low rates. C.A. TAYLOR, se 17 General Freight Agent. RICHMOND AND ALLEGHANY

RAILROAD.
SCHEDULE OF TRAINS IN EFFECT
MARCH 28, 1887.
TWO DAILY TRAINS (EXCEPT SUNDAY) RICHMOND AND LYNCHBURG.

	Mail. tNo. L.	modation.	
Leave Richmend	10;35 A. M.	4:00 P. M.	6:40 P. M.
Scottsville Howardsville Lynchburg Lexington	1:35 P. M. 3:40 P. M. 6:27 P. M.	8:05 P. M.	12:21 P. M. 4:30 A. M. 7:45 A. M.
Clifton Forge	7:40 P. M. RIVE RIC	HMOND,	
5:05 P. M. MA 9:25 A. M. AC	COMMOD/ Sunday	ATION dai	ly (except

7:50 A. M. NIGHT EXPRESS daily (except Monday). Sunday accommedation between Richmond and Scottsville leaves Richmond 8:00 A. M., prives returning 7:15 P. M.

arrives returning 7:15 P. M.

CONNECTIONS.

At Clifton Forge with Chesapeake and Onio railway for the South, West, and Northwest.

At I prohung with Norfolk and Western raticoad for all points South, Southeast, and Southwest, and Virginia Midland railway for all points North and South.

At Richmond with Associated Railways for all points in the South, and Richmond, Fredericksburg and Potenac railroad for the North.

At Lexington with Battimere and Onio railrout, maxing close connections at Harper's Ferry to and from Pittsburgh and the West, also to points North and East.

Szering-car attached to Night Express to Lynchburg.

Lynchburg.
Sleeping cars Lynchburg to Memphis, New Orleans, and Little Rock.
Trains marked † daily (except Sunday)
Tickets sold to all points. Offices: 918 east Main street, 1000 Main, and at Richmond and Alleghany depot, Eighth and Canal streets.
JOHN R. MACMURDO, mh 28 General Passenger and Express Agent. DEPARTURE OF STEAMERS. VIRGINIA STEAMBOAT

TROUBLE COMPANYS

JAMES-RIVER LINE
FOR NORFOLK, PORTSMOUTH, NEWPORT
NEWS, CLAREMONT, AND
JAMES-RIVER LANDINGS DIRECT.
AND ONLY DIRECT ROUTE WITHOUT
TRANSFER OR CHANGE OF
ANY KIND.

CONNECTIONS:

At NORFOLK closely with all lines for Old Point Comfort, Washington, D. C., Baitimore, thiladelphis, and New York; same afternoon too with rail and steamboat lines for easiern forth Carolina and the South,
At NEW PORT NEWS for Smithfield, Va.;
And at CLAREMONT with the Atlantic and

ONLY ALL-WATER ROUTE.

JAMES RIVER BY DAYLIGHT.
GREAT TOURIST ROUTE.
JAMESTOWN, DUTCH GAP, AND WARSCENERY.
CHEAPEST ROUTE.
RATES MUCH LESS THAN HALF CHARGED BY ANY OTHER ROUTE.
FIRST-CLASS MEALS.
The eleganity-rebuilt and fast steamer ARIEL.
(carrying United States Mail.)
CAPTAIN DEVO.
leaves Richmond every
MONDAY, WEDNESDAY, AND FRIDAY at 7.
A. M. GROAD-STREET CARS CONNECT IN FULL TIME; for above-named places, arriving at Norfolk at 5 P. M. Returning, the steamer leaves Norfolk, Old Point, and Newport Nows on alternate days, arriving at Richmond at 5 P.
M.

M.
Through tickets to above-named points or sale on steamer and at Garber's Agency, 108: Main street. Baggage chocked through. STATE-ROOMS CHOCKED FOR DAY OR NIGHT.

FREIGHT.

Freight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, and Hicksford, Va.; Washington, B. C.; Newbern, Washington, and Tarboro', N. C.; all stations on Atlantic and Bourillo railroad, Seabourd and Konnoke railroad, Norfolk Southern railroad, and Eastern North Carolina generally; also, for Eastern Shore of Virginia and all regular landings on the James and Rappa. ernily; also, for Eastern Snore of Virginia and all regular landings on the James and Rappa-hannock rivers, at LOWEST RATES, and through bilis issued.

L. B. TATUM, Superintendent, oc 30 No. 1117 Main street and Rocketts.

PHILADELPHIA, RICH-MOND AND NORFOLK STEAMSHIP COMPANY.

Appointed sailing days: Every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M.
Freight for Tuesdays' and Fridays' steamers received till 11:30 A. M.; for Sundays' steamer 1115 P. M. Saturday. Freight received daily 1115 P. M.
Fare. 35. Fare, 26.
For further information apply to
J. W. McCARRICK.

General Southern Agent, Office Rocketta.
W. P. CLYDE & CO.,
so 17 General Agents, Philadelphia. OLD DOMINION STEAM-GER FOR NEW YORK.

Steamers leave Richmond EVERY TUESDAY and FRIDAY at 3 P. M., and SUNDAY at highand FRIDAY at 3 P. M., and SUNDAY stringwater.

Steamers leave New York for Richmond via
Norfolk EVERY TUESDAY and SATURDAY
at 3 P. M., and for Richmond direct EVERY
THURSDAY at 5 P. M.
Passenger accommodations unsurpassed.
Cabin fare to New York via James-river
route (neutaling meals and beeth). 5 9 00
Round-trip tickets limited to thirty days
after date of issue. 14 00
Steerage, with subsistence. 5 00
Cabin fare via Chesapeske and Ohio rail.
10 00

road. Cabin fare via Richmond and Petersburg

DIEDMONT AIR-LINE. RICHMOND AND DANVILLE RAILHOAD, SHOKTEST AND MOST DIRECT ROUTE TO THE SOUTH, PULIMAN SLEEPERS ON ALL NIGHT Leave Blebmond. 250 P. M.
Arrive Danvillo 817 P. M.
Arrive Salishury 12 57 A. M.
Arrive Acalichury 12 57 A. M.
Arrive Augusta. 215 A. M.
Arrive Alishur. 129 P. M.
Arrive Mindian 1140 P. M.
Arrive Birmingham 1140 P. M.
Arrive Shreveport.

CONNECTIONS.

Train No. 50 makes connection at Keyeville for Chase City and Ctarksville; at Greenshoro' for Durham, Raielgh, and all points on North Carolina Division.

Train No. 52 makes connection at Greenshoro' for Raielgh, Goldstoro', and Morchead City; at Salisbury for Asheville, Hot Springs, and all points in Western North Carolina; at Charlotte with Charlotte, Columbia and Augusta railroad for Columbia, Augusta, Aiken, Charleston, Savannah, Thomasville, Ga., Jacksonville, and other Florida points; also with Carolina Central railroad for Wilmington.

Trains' from the South arrive at Richmond 6:40 A. M. and 3:20 P. M.

BURKEVILLE ACCOMMODATION.

CONNECTIONS.

BURKEVILLE ACCOMMODATION. 6:10 P. M. BON AIR ACCOMMODATION.

YORK-RIVER LINE—DAILY (eta WEST POINT) EXCEPT SUNDAY.

The favorite route to Fallimore. The steamers on this time are models of beauty, elegance, and comfort. Leave Richmond 2:39 P. M. and 5 P. M., arrive Baltimore 8:30 A. M.; leave Baltimore 5 P. M., arrive Richmond 9 A. M.; Fare Richmond to Baltimore: First class, \$2.5 accord class, \$1.50.

The York-River Line affords superior advantages to the business world in enabling thom to leave Richmond near the close of the day's transactions and arrive at Baltimore early more moreous, after having enjoyed a delightful night's rest, free from the dust and noise of railway travel.

WENT POINT ACCOMMODATION. WEST POINT ACCOMMODATION.

Street depoil, except Sunday,
Patly, 'Patly except Sunday,
Depoi and ticket-office: Foot Virginia street,
Up-town office: Corner Tenth and Main streeta,
JAMES L. TAYLOR,
General Passenger Agent;
J. S. POTTS,
Asseistant General Passenger Agent,
Richmond, Va.
Manager:

SOL. HAAS, Traffic Manager; E. B. THOMAS, General Manager. my 1 NORFOLK AND WESTERN BAIL-

ROAD. SCHEDULE IN EFFECT MAY 1, 1887. TWO DAILY TRAINS TO NORFOLK. TWO DAILY TRAINS TO LYNCHBURG.

LEAVE RICHMOND LEAVE RICHMOND

10:19 A. M. Daily, rea Richmond and Petersburg ratiroad. Arrive at Potersburg 11:28 A. M.; leave Petersburg 11:39 A. M. daily; arrive at Norfolk 4:25 P. M.

9:48 A. M. Daily, ris Richmond and Petersburg ratiroad. Arrive at Petersburg 10:00 A. M. No. 3 leaves Petersburg 10:50 P. M. for Farmwille, Lynch burg, Roanoke, Bristol Knoaville, and all points south and west.

THROUGH CAR TO LYNCHBURG. THROUGH CAR TO LYNCHBURG.

5:30 P. M. Daily, except Sunday, via Richmond and Petersburg railread.
Arrivo Petersburg 7:25 P. M.,
leave Petersburg 7:25 P. M.,
daily, arriving Norfolk 10:05 P. M.,
through car Richmond to Norfolk.

5:30 P. M. Daily, except Sunday, via Richmond and Petersburg railread.
Arrive at Petersburg railread.
Arrive at Petersburg railread.
Leaving Petersburg at 8:00 P. M.,
tor Farmville, Lynchburg, Roanoke, Bristol, Knoaville, Chattanoga, and all points south and
west.

PULLMAN SLEEPING-CAR ACCOMMODA-

No. 1.—Siceping-car from Petersburg to Bris-col without change, and Lynchburg to Memphis without change. No. 3.—Lynchburg to New Orleans, and Roan-No. 3.—Lynchburg to New Orleans, and Resaude to Chattaneoga without change.

Tickets, bargage-checks, and all information can be obtained at Richmond and Petersburg railroad depot and at A. W. Garber's, 1000 Mais street.

General Passenger and Ticket Agent.

CRARLES G. EDDY, Vice-President.

General office, Roaneke, Va. 1374

CHESAPEAKE AND OHIO ROUTE, SCHEDULE TAKING EFFECT FEBRUARY 20, 1887. LEAVE EIGHMOND

8:45 A. M. for Newport News, Old Point Com-fort daily, and for Norfolk, daily except Sunday. Pullman parior cars to Old Point.

11:10 A. M. Through and Local Mail to all points West: Sleepers Ciffon Forge to Huntington, except Sun-day.

day.

3:10 P. M. for Newport News, Old Point, and Norfolk, except Sunday. Pullman parior care to Old Point.

4:00 P. M. Gordon-ville Accommodation, oxcept Sunday.

6:25 P. M. for Louisville, Cincinnati, Chicago, St. Louis, Memphis, and New Orleans - Fast Express - with through Pullmans daily. Only route running Pullmans West from Richmond.

8:00 A. M. Gordonsville Accommodation. 11:05 A. M. from Norfolk, Old Peint, and Now-port News, except Sunday. Pull-man parlor cars. 5:05 P. M. from local points and the Wost, ex-cept Sunday. 6:10 P. M. from Old Point, Newport News daily, and from Norfolk daily, ex-cept Sundays. Pullman paster

ARRIVE IN RICHMOND;

cept Sundays, Punnash
seas.

8:50 P. M. from Louisville and CincinnatiFast Express—daily.

Depot: Seventeenth and Brond streets.

Tickets at 1000 Main street and at the depot.
H. W. FULLER,

General Passenger Agent.

WILLIAMS C. WICKHAM, Second Vice-Press.

5:18.

RICHMOND, FREDERICKSBURG
AND POTOMAC RAILROAD.—Schedule
commencing NOVEMBER 25, 1835—castorn
standard time.
7:30 A. M., leaves Byrd-Street station daily;
stops only at Ashland, Junction,
Milford, and Fredericksburg,
Sleeper to Washington. Leaves
Washington for New York at 11:20
A. M.,
11:97 A. M., leaves Byrd-Street station daily,
except Sunday. Leaves Washington for New York at 12:20 P. M., also
by Hinited at 18:30 P. M., Partier car
Richmond to Washington.
6:20 P. M., leaves Byrd-Street station daily.
Sleeper to New York station
10:29 A. M., arrives at Byrd-Street station daily.
Sleeper from New York.
2:39 P. M., arrives at Byrd-Street station daily.
Sleeper from New York.
2:39 P. M., arrives at Byrd-Street station daily.
Sleeper from New York.
2:39 P. M., arrives at Byrd-Street station daily.
Sleeper from New York.
2:39 P. M., arrives at Byrd-Street station daily.
Special P. M., arrives at Byrd-Street station daily.

fington.
9:15 P. M., arrives at Byrd-Street station dally except Sunday. Parker car Washington to Elehmond. ASKLAND TRAINS.

4:00 P. M., accommodation, leaves Broad-Street station; arrives at Ashiand at 5 P. M., leaves Elia; arrives at Ashiand at 6:44 P. M., leaves Elia; arrives at Broad-Street station; leaves Ashiand at A. M. A. M.
5:59 P. M., arrives at Eiba; leaves Ashland at
6:12 P. M.
C. A. TAYLOR, General Ticket Agent.
E. T. D. Myras, General Superintendent.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAILROAD TIME-TABLE.
Commencing SUNDAY, May 1, 1887, trains on this road will run as follows:
TRAINS SOUTHWARD.

No. Richmond. Petersburg. 31 † 6:00 A. M. 7:10 A. M. Accommidation 25 6:20 A. M. 7:15 A. M. modation 35 \* 9:08 A. M. 10:40 A. M. Accommidation 27 \* 2:48 P. M. 3:25 P. M. Fast unil. 29 4:12 P. M. 6:06 P. M. Fast unil. 20 4:22 P. M. 6:06 P. M. modation 30 † 6:30 P. M. 7:30 P. M. Accommidation

TRAINS NORTHWARD, No. Petersburg. Richmond. 62 \* 6:18 A. M. 8:24 A. M. Accommission Sunday accommendation Sunday accommendation Sunday accommendation Sunday accommendation Sunday accommendation Through I paid Sunday accommendation Through I paid Sunday accommendation Through I paid Sunday accommendation accommendation

\*Daily. †Daily (except Sunday.)

Nos. 27 and 62 make no steps. Nos. 25 and 18 stop only on signal at Manchester, Centralit, and Chester, Nos. 29, 24, 28, 29, 31, 32, 33, 43, 35, and 36 will stop at all stations for passengers. PULLMAN-CAR SERVICE. PULLMAN-CAR SERVICES TO Trains Nos. 23, 27, and 62 sleeping-cars between Washington and Charleston. On Traina Nos. 23 and 63 sleeping-cars between New York and Tampa, Fla. (vis Jacksonville). On Traina No. 78 sleeping-cars between Jacksonville and New York.

THE ONLY ALL-RAIL LINE TO NORPOLE.

Richmond. 10:49 A. M. Norfolk Richmond. 10:49 P. M. Norfolk Norfolk. 18:00 P. M. Richmo Norfolk. 18:00 P. M. Richmo Norfolk. 18:00 P. M. Richmo